PRESS AND TRIBUNE.
PUBLISHED
DAILY, TRI-WEEKLY AND WEEKLY.
EDITORS AND PUBLISHERS:
JOHN L. SCRIPPS, CHARLES R. DAY,
WILLIAM BROSS, CHARLES RANDALL.
EDITORS AND COMPILERS.
OFFICE NO. 51 CLARK STREET,
TERMS OF THE PRESS AND TRIBUNE.
Daily, delivered in city, by carrier, per year.....$6.00
Daily, delivered in city, by carrier, per week.....15
Daily, mailed to Subscribers, per annum.....7.00
Daily, mailed to Subscribers, per month.....1.00
Weekly, single copy, per year.....2.00
Weekly, club of ten copies.....15.00
" 2 copies.....4.00
" 5 copies.....8.00
" 10 copies.....15.00
☞ Money in registered letters may be sent to us at our risk. Address PRESS AND TRIBUNE,
Chicago, Illinois.

The Press and Tribune.

VOLUME XII. CHICAGO, MONDAY, MAY 23, 1859. NUMBER 274.

Press & Tribune.
CHICAGO.

THE NEWS BY THE VANDERBILT.

The important intelligence by the steamer Vanderbilt, which arrived at New York yesterday, embraces the following items. A smart battle came off at Verceilli on the 9th or 10th, between the Sardinian forces under Garibaldi and the Austrians, in which the latter were routed with the loss of 200 prisoners. The Austrians had advanced still farther into the Sardinian territory, but were now re-crossing the Sesia with an appearance of disorder. Napoleon reached Marseilles *en route* for Genoa on the 11th. He expected to be in Milan, the capital of Lombardy, by the end of May or early in June. The new French loan was being rapidly taken. A London writer to the N. Y. *Commercial Advertiser* takes an ominous view of the reported alliance between France and Russia. It is reported that the English and Prussian Cabinets have taken a position of neutrality... A French fleet has entered the Adriatic. Garibaldi has issued an important address to the Italian people.

THE WISCONSIN BOND CASE.

If the Chicago, PRESS AND TRIBUNE will look at our Supreme Court Report, it will find that the Beloit town bond case has been ordered to a re-argument. Therefore it may reasonably conclude that a decision in the town and city bond questions has not been "agreed upon" by the Supreme Court of this State. Better exchange with some Wisconsin paper that furnishes news.—*Madison Argus.*

If our captious contemporaries in Wisconsin will take the trouble to deny what we *did say*, instead of what we *did not*, there will be an issue made up at once. We did not say that the Beloit bond case had not been ordered to a re-argument. On the contrary we said that a re-argument would in all probability be directed, in view of the recent changes in the Court. We did say that a decision of a certain tenor had been agreed upon by the Court at the time indicated—and that much we hold to. Why does not the Madison *Argus* or Milwaukee *Sentinel* deny this?

Horse Railways.

Since the special committee of the Common Council made their reports in favor of authorizing the Chicago Railway Company to construct railways upon the streets petitioned for, the opposition have abandoned their claim, based upon the right of the Common Council to create franchises of this kind, and conceived the new dodge of organizing a Railroad Company under the general railroad law. Before such investments are made in this latter scheme, our people desiring to have railways actually built, repose their confidence in its success, it would be well to read the last clause of the 2nd section of that act, which is in these words: "And the Legislature hereby reserves the right to itself to indicate the routes and termini of said roads, and the same shall not be constructed or commenced or commenced without the expressed sanction of the Legislature of this State, by a law to be passed hereafter." (Cooke's Stat., page 945.) It would have been extraordinary, indeed, if the Legislature had authorized any thirteen persons who chose to associate themselves, to force a railroad through any portion of the counties or cities of this State. The route and termini must, in all cases, be approved by an express act of the Legislature before the work can be commenced. Will the people wait for such an act? OBSERVER.

Returning Gold-Hunters.

[From the St. Joseph Journal, 19th.]

Quite a number of returning *Pike's Peakers* crossed the river yesterday evening. Like all of the others that have returned, they did not go to the mines; report has it that about 100 wagons are coming in just behind them, most of which will be in to-day or to-morrow. They all, of course, come in disgusted with the mines in a lump, from what they heard in regard to them. We shall probably hear to-day from some who have actually been to the mines. Notwithstanding the unfavorable reports, numbers are yet starting out.

[From the St. Joseph Journal, 17th.]

The Wm. Campbell, arrived down from Omaha, late Sunday evening, brought over fifty returning gold seekers. They report much suffering on the plains, and informed us that there are between 2,000 and 3,000 men about 100 wagons are coming in just behind them, most of which will be in to-day or to-morrow. They all, of course, come in disgusted with the mines in a lump, from what they heard in regard to them. We shall probably hear to-day from some who have actually been to the mines. Notwithstanding the unfavorable reports, numbers are yet starting out.

Now, Therefore, public notice is hereby given, that I, the undersigned, (said mortgage, and said unpaid note, having been duly assigned to me), in pursuance of the power of sale contained in said mortgage, and in pursuance of the statute in such case made and providing, will, on Monday, the 23d day of June next, at 10 o'clock in the forenoon of said day, at the north door of the Court House, in the city of Chicago, county of Cook, and State of Illinois, offer for sale, and sell at public auction to the highest bidder, for cash, the premises described, to wit: Twenty acres of the south end, of the east half of the southwest quarter of section thirty-four, in Township thirty-nine, north of range fourteen east of the 3d principal meridian, to follow: commencing at the southeast corner, of the southeast corner of said east half of said southwest quarter of said section, thence north along the east line of said quarter, forty rods, thence west, eighty rods, thence south forty rods, thence east eighty rods to the place of beginning, containing twenty acres, in the state, county and town aforesaid.

KRANTUS C. GRANT, Assignee of Mortgage.
B. F. JAMES, Att'y for Assignee.
Chicago, April 6 1859. ap7 3m c 686

TRUSTEE'S SALE OF THE CHICAGO, ST. PAUL AND FOND DU LAC RAILROAD.—Whereas, The Chicago, St. Paul and Fond du Lac Railroad Company, a corporation duly constituted under the laws of the State of Illinois and Wisconsin, by their mortgage to the undersigned, James Whitelaw, of the City and State of New York, a Trust Deed of the Chicago, Illinois, date of the first day of August, one thousand eight hundred and fifty-five, and recorded in the Recorder's Office of Cook County, Illinois, August 14, 1855, in Book 21 of Mortgages, page 578, &c; the Lake County, Illinois, August 18, 1855, in Book 1, &c.; for McHenry County, August 18, 1855, in Book 19, page 48, &c.; and in the Register's Office, for Kane County, Illinois, August 16, 1855, in Book 3, page 54, &c.; and in the Register's Office, for the County of Walworth, in the State of Wisconsin, August 24, 1855, in Volume 13 of Mortgages, page 509, &c.; for Rock County, August 31, 1855, in Volume —, page 360, &c.; for Jefferson County, August 31, 1855, in Volume —, page 467, &c.; for Dodge County, August 31, 1855, in Volume —, page 147, &c.; for Fond du Lac County, August 31, 1855, in Volume —, page 126, &c., which said Trust Deed conveyed to the undersigned and his singular the rights, powers and immunities and the conditions, uses, machinery, tools and fixtures, and the rights of way, &c., &c., &c., &c., and other rights of the party and things hereinafter mentioned, for the purpose of securing the payment of the principal and interest of certain bonds, in the said Trust Deed described, amounting in the aggregate to three millions of dollars, to be issued and at the times therein specified, with the power and upon the Trust, (among others) that in case default should be made by the Company in any payment of interest on any of the said bonds for six months after the same should fall due, and according to the general tenor of the said bonds, the principal thereof should become immediately due and payable, and by the said Company in any payment required to be made into the sinking fund provided by the said Trust Deed for the redemption of the principal of the said bonds, the undersigned should, on the request, and at the cost of the holders of such bonds to the aggregate amount of one hundred thousand dollars, enter into and upon the said railroad and property, and on advertisement specifying the time and place of sale, and published in one or more public newspapers, printed in the city of New York, one newspaper printed in the city of Chicago, and one newspaper in each of the cities of Janesville, Fond du Lac, Oshkosh, Green Bay, Racine, Kenosha, Milwaukee and Chicago, continued for sixty days immediately preceding such sale, to sell such several parts of the said railroad, and of the said Company assent to, sell the same at public auction to the highest bidder, and execute and deliver to the purchasers or purchaser, and apply the proceeds of such sale, to the said Trust Deed provided.

And, Whereas, default has been made in the payment of the interest which fell due on the first day of August, on the thousand eight hundred and fifty-seven, on certain of the said bonds, and of the interest which fell due on the first day of February, one thousand eight hundred and fifty-eight, and the first day of August, one thousand eight hundred and fifty-eight, and the first day of February, one thousand eight hundred and fifty-nine, on all of the said bonds, and the said interest, amounting in the aggregate to about $60,000, and remains wholly unpaid, and default in the like within more than six months after the same fell due

Press & Tribune.

MONDAY, MAY 23, 1859.

NEW DEVELOPMENT OF AN OLD CRIME.

It was long ago hinted in the newspapers in the interest of the Administration and the Democratic party, that, if the schemes for the acquisition of Cuba should fail, Mexico, as the next best thing, should be pounced upon and dismembered. But until the telegraph announced, the other day, that Mr. McLane, the United States Minister to Mexico, had concluded a treaty with the revolutionary party, securing the right of way across that country to the Gulf of California, the threats of the Democracy were regarded as pure gasconade; or, at the most, expressions of what the filibusters hope for, but have not the power to carry out. But events in Europe, which will turn the attention of the leading Powers to home affairs, have quickened the efforts of the plotters on this side of the water; hence we find, that as soon as a blow is struck in Sardinia, by which a bloody and perhaps a long and universal war is made certain, the clamors of the Democracy for the settlement of the "Mexican question" (what question?) grow louder and louder; and what before was vaguely and cautiously hinted at, is now boldly demanded.

Fortunately for the country, both the Buchanan and the Douglas factions of the Democracy are agreed that Mexico is a "sick man" demanding their attention; and fortunately again, the indications now are, that like brothers long estranged, they will be reconciled over the bed of this patient in the last stages of decay. The *Constitution*—the Washington organ of the President—is emphatic in its declarations that something decisive must be done; and the *States*—Mr. Douglas' mouthpiece, published under Mr. Buchanan's nose—chimes in thus:

> The improvement of the political condition of Mexico—the unfolding of her mineral resources—the opening to an enlarged extent of her valleys and hills to the cultivation of sugar and coffee—the establishment of inter-oceanic railways—the creation of an extended commerce—are subjects worthy of the earnest consideration of so experienced a statesman as Mr. Buchanan. Let him, without looking to the right or to the left, engage zealously in this benign undertaking, and a united American sentiment will urge it on to speedy and successful completion. If congressmen are now salaried officers, he can convene them without submitting the treasury to an additional expenditure, while they have no excuse to complain of the sacrifice of their business necessary, in view of national interests. Were they to assemble the third Monday in September, they would reach Washington in time for the general business to be finished by the first of April, before the commencement of the absorbing planting era. There assuredly never was a more substantial reason for an extra meeting than our peculiar relations with Mexico furnish; and, indeed, the President believes he has all the power already conferred upon him necessary to obtain justice from, and establish principles of right in, that country, which we trust is the case.
>
> The acquisition of Cuba is not, at this time, as pressing a necessity for the Union as it was when the enlightened statesman of Ashland wrote deliberating whether the longer possession of the island by Spain did not seriously endanger our national security; and whether, if she becomes indisposed or incapable diplomacy at home, it slipped through our fingers—perhaps, alas! forever. As concerned our peaceful neighborhood, peace and commerce, the "gem of the Antilles" is a mere stalking-horse to us at present, while Mexico is a loud, outspoken, palpable reality.

The meaning of the *States* and *Constitution*, though hidden under verbiage which conceals the real idea, is simply this: "We want and "must have a part of Mexico—as much as the "conservatism of the people of the North will "permit us to take—for the extension of slavery. The governments in Europe which we "have been afraid would interfere with the "exercise of our grasping and acquisitive pro"pensities, are at war with each other; and "now is the time for us to begin. Hurrah, "boys, let us join hands and pitch in!"

The scheme has been long time a-brewing, though now only in the first stages of development. But you cannot better expose it, the means by which it will probably be accomplished, and its consequences, than by quoting a certain revelation made through his paper—the Mobile *Register* of May 3d—by Mr. HOWARTH, the lately recalled Minister to Mexico, [illegible] *Post*, thereon. The *Register* says:

> "Upon sending the *a priori* for a treaty of cession of territory, General Case in a private note, wrote:
>
> "The dispatch of this date from the Department will enable to you a great trust. * * * I know how difficult is the task before you; we all know it well, and the responsibility of success. It will be a source of great satisfaction to me, and I will speak for all, if you paste the smallest blame to you, not satisfied that what you could not effect could not be effected under any circumstances."
>
> "I remark that this 'difficult task' was getting less than to buy a large slice of Mexico, at a price about *one-fourth* of what the Mexicans valued it at. I worked hard to carry out the hard bargain, but the Mexicans were too cunning to take the offer, and Mr. Buchanan would not allow me to increase the bid."

On which the *Post* makes the observations below:

> This precious confession, with the attendant circumstances, shows a deliberate purpose on the part of the Administration to manufacture a quarrel with Mexico, in order to get a pretext for that military occupation and consequent which Congress refused to encourage last February, when the President sent his special message requesting such a dissolution of his Constitutional powers as would allow him to employ the army and navy on our southwestern frontier as "the safest protection."
>
> Negotiations were at first made to the conservative government, proposing a cession of Mexican territory at one-quarter of its value, with a full knowledge, on our part, as appears from the letter of Secretary Case, that they would be rejected. This proposition failing, a new minister, Mr. McLane, was appointed, who was directed to try the other tack, viz.: To recognise the revolutionary party as the government—the party at war with the *de facto* government, and unable to obtain supremacy without the aid of foreign power. It is, of course, presumed that, in return for the support of our army and navy, the revolutionists will promise all we may desire—even to the half of the national domain.
>
> But there are certain grave constitutional objections to this interference in the affairs of a neighboring State. It is opposed to the genius of our institutions. It is an imitation of the Italian policy by which Austria is assisting the indignation of the friends of free government throughout the world. Our people undoubtedly do not sympathize with the Church or Conservative party in Mexico, but they know that party as the government, representing a very considerable portion of the nation, and they do not agree with the policy of intervening for the benefit of a country which cannot work out its own salvation and reform its own abuses. At all events, they must have better excuses for mixing in the intestinal broils of Mexico than the interests of slavery and the emolument of Slidell and his crew of railroad and political stock-jobbers.
>
> But the question recurs to the Administration how to grant the proposed military and naval aid. After Congress has so emphatically rebuked the scheme of intervention last winter, how shall we get the provocation? The way is very simple. Kill a few of our citizens. We have, by refusing to recognize the legitimate government, and aiding with the revolutionists, exposed our citizens resident in Mexico to the treatment of enemies, and we deprive ourselves of the right of demanding from the government, of which we deny the existence, any reparation for the outrages that it may commit on them.
>
> Of course they are despised and murdered, and Mr. Buchanan must adopt the only means of punishment. He must declare hostilities. No patriot, whatever his party, can refuse the army and navy for such an end. A special session of Congress must be held, in view of the important state of our Mexican relations; the Democratic members, whether Douglas or Buchanan, fusing in the common cause, will vote the desired privileges to the Executive, and before we are aware of it, we have war and the armed occupancy of Mexico, which may terminate by our receiving, in consideration of a few extra millions, a further addition to the slave territory of the Union.
>
> We shall be surprised if the country does not soon learn that war with Mexico for the preservation of social order and the maintenance of the status quo on this continent, does not, under a plea that patriotism demands the sacrifice, unite all the factions of the now warring and discordant Democracy in an unbroken, pivotal, filibustering and nigger-driving band.

HELP FOR ITALY.

Count CAVOUR, the Prime Minister of Victor Emanuel, King of Sardinia, writes Mr. Secchi d' Casali, editor of the New York *Eco d' Italia*, that Italian volunteers from the United States are not needed in the war, which at the date of the letter, he anticipated would soon be commenced. He intimates that his government is more in want of money than men, and that help of a pecuniary character would not be unacceptable; though of course this is an intimation only. An Italian subscription has been gotten up in New York; but as present contributions are made only by those boasting of Italian blood,

The Council Bluffs *Nonpareil* of the 14th says that an average of fifty wagons per day had passed through that place the previous week, en route to Pike's Peak.

John M. Harlan, Esq., has been nominated for Congress by the Opposition of the 6th (Ashland) District, Kentucky.

POLITICAL DIVISIONS OF ITALY.

The Italian peninsula, which again claims the earnest attention of Christendom, has been honeycombed with battles, marches and sieges reaching over a period of twenty-five hundred years—the whole resulting in the following political divisions, which exist to-day but which may be abolished to-morrow: AUSTRIA, ITALY, (Lombardy and Venice) a Viceroyalty of the Austrian crown, area 17,500 square miles; SARDINIA, (the island of Sardinia, the principality of Piedmont, the duchy of Savoy, the duchy of Montferrat, the duchy of Genoa, the county of Nice, and the island of Capraja, a kingdom, area, 36,220 square miles; NAPLES, (Naples and Sicily, or the Two Sicilies), a kingdom, area 41,606 square miles; STATES OF THE CHURCH, an absolute monarchy, area 17,210 square miles; TUSCANY, (including the duchy of Lucca), a Grand Duchy (absolute sovereignty), area 8,586 square miles; PARMA, a duchy, absolute sovereignty), area 2,176 square miles; MODENA, (including the duchy of Massa and the principality of Carrara), a duchy (absolute sovereignty), area 2,073 square miles. There are also two minute but distinct divisions: the Republic of San Marino, (surrounded by the Papal States), area 22 square miles; and the principality of Monaco, (surrounded by Sardinia), area 53 square miles. These States embrace a total area of 118,356 square miles and a population of over 25,000,000—absent equal to the white population of the United States. The course of events which have led to these divisions of Italian territory is little known to the general reader. In ordinary times the history of the Peninsula would make more lumber than an economical scholar could conveniently carry about. At the present juncture, however, a brief catspend of modern Italian history will be interesting to all.

In the year 1,563, which marks the beginning of the fifth natural epoch in the annals of Italy, the peninsula was divided nearly as follows: The house of Savoy ruled Piedmont; Genoa and Venice were republics; the vast duchy of Milan (Lombardy) was held by France; the house of Este ruled the States of Ferrara, Modena and Reggio; the house of Gonzaga ruled the Mantuan, and the Medici the Florentine (Tuscan) territories; Central Italy belonged to the Church; and the two Sicilies were provinces of Spain under Ferdinand the Catholic. In 1569 a powerful alliance of the Pope, the Emperor Maximilian, the King of France and the King of Spain, was formed to humble the pride and power of Venice. The Venetians, however, by the arts of war and diplomacy, escaped with a few inconsiderable losses of territory—their nationality remaining intact. The Emperor Maximilian, of Germany, dying, was succeeded by Charles V, who undertook the task, with the connivance of Pope Leo X., of expelling the French from Italy. Two campaings resulted in placing all Italy at the discretion of the Emperor. A new division followed. The Duchy of Milan was wrested from the French King, Francis I., who renounced all claims in Italy. The Pope recovered Ravenna. The Medici were firmly established with the Ducal title in Tuscany, and the Duke of Savoy was re-established in his States. In 1547, the Pope, Paul III, detached the cities of Parma and Piacentia (Placenza) from his territories and erected them into a dukedom for his natural son, Luigi Farnese. The bad behavior of Farnese resulted in his assassination, whereupon France and Germany went to war over the succession, and fought all over Piedmont, Lombardy and a portion of Tuscany, with various success. A treaty of peace was finally arranged, leaving both parties very nearly in *statu quo*. In 1595 the dukedom of Ferrara was voluntarily ceded to the Church by Cæsar D'Este. This event came near involving France, Germany and the Pope in a fresh war. About the year 1630 a ferocious war broke out between France and Venice on the one side, and the Imperialists and Spaniards on the other, concerning the succession to the dukedom of Mantua. The arrival of the great Richelieu upon the scene of action, gave a turn to affairs which resulted in the aggrandizement of FRENCH power at SAVOY and other places, which would enable them to make a descent upon any part of Italy at pleasure. In 1647, a remarkable revolution occurred in Naples, headed by Masaniello, a fishmonger, which resulted only in the assassination of its leader at the hands of the Spanish viceroy. Fifty years later came the great war which ended in the expulsion of both Spaniards and French, (Louis XIV), from Italian territory, by the Imperial forces under Prince Eugene and Victor Amadeus, Duke of Savoy—the quarrel arising over the succession to the Spanish throne made vacant by the death of Charles II., who deceased without issue. The island of Sardinia, Naples and Milan were thus added to the Imperial dominions, while the States of Montferrat, Alessandrino and a portion of the adjoining territory, and subsequently the Island of Sicily, were added to the possessions of Savoy. In 1704, however, the young King of Spain, Philip V fell upon the Islands of Sardinia and Sicily while the Emperor Charles VI was fighting the Turks, and possessed himself of both. The Treaty of Seville followed, by which Sicily was placed in the hands of the Emperor, Sardinia granted to the Duke of Savoy with the title of King of Sardinia, and the investiture of Parma, Piacentia and Tuscany conferred upon Don Carlos, son of the Queen of Spain. The next war (1724) grew out of this peace, and France, Spain and Sardinia united in driving the Imperialists out of the Two Sicilies and Austrian Lombardy. Two sanguinary battles (Parma and Guastalla) having resulted adversely to the Emperor, he consented to a new peace which gave the Two Sicilies to Don Carlos, Parma and Piacentia to himself, Tuscany to the Duke of Lorena, and Vigevano, Tortona and Novara to the King of Sardinia.

In 1746, the death of the Emperor Charles V. and the accession of Maria Theresa were the signals to recommence the devastation of Italy, and as usual France and Austria were pitted against each other. The Empress prosecuted the war vigorously, and not only regained all her lost territory, but overran the country as far as Genoa. This city had declared for France, but opened its gates to the Austrians without a siege. The latter having exasperated the citizens by their brutality the Genoese rose, and after a desperate battle of two days, drove them out, retaining all their baggage and magazines. The treaty of Aix-la-Chapelle put an end to the slaughter and re-arranged the boundary lines of Italy. The infante of Spain received Parma and Piacentia; the King of Sardinia took a part of the territory of Faria, and Don Carlos, having become King of Spain, gave the Two Sicilies to his son Ferdinand. During the peace which followed this treaty the Genoese ceded the island of Corsica to France.

We now reach another epoch in Italian history, to wit, the French Revolution (1793). Napoleon Bonaparte, then General-in-Chief of the army of the French Republic, crossed the Alps, proclaiming liberty, equality and fraternity. Sardinia, Genoa, Lombardy, the States of the Church, and indeed all Italy were shortly at his feet—the Austrians, after a few sharp conflicts, retiring from all their Italian possessions. Napoleon here erected the famous Cisalpine Republic, ceding Venice to Austria in compensation for the loss of Lombardy. The Pope lost the three legations of Ferrara, Bologna and Ravenna. Shortly afterwards disturbances arose in Rome and Naples, which occasioned their occupation by the republican armies, and their erection into the ephemeral Roman and Parthenopean Republics. Ferdinand IV., of Naples, and the Grand Duke of Tuscany fled—the former to Sicily and the latter to Austria. Tuscany was occupied by the republican troops. Napoleon then went to Egypt, and Austria and Russia sent an allied army under the great Suwarrow to drive out the French and crush the new Republics. Suwarrow did his work well, but it was hardly accomplished when Napoleon reappeared, and destroying the Austrians at Marengo, again made himself master of Italy. This time Tuscany was ceded to Don Louis de Bourbon, son-in-law of Charles IV. of Spain; Parma remained intact; Genoa became the Republic of Liguria; Piedmont became a part of France; the Cisalpine Republic was re-established, comprising Milan, Mantua, Modena, the three Papal legations and Romagna. Venice was confirmed to Austria. Naples had remained neutral, and Ferdinand was this time undisturbed. Napoleon crowned the lasting Emperor, Maximilian, the King of France and the King of Spain, was formed to humble the pride and power of Venice. The Venetians, however, by the arts of war and diplomacy, escaped with a few inconsiderable losses of territory—their nationality remaining intact. The Emperor Maximilian, of Germany, dying, was succeeded by Charles V., who undertook the task, with the connivance of Pope Leo X., of expelling the French from Italy. Two campaings resulted in placing all Italy at the discretion of the Emperor. A new division followed. The Duchy of Milan was wrested from the French King, Francis I., who renounced all claims in Italy. The Pope recovered Ravenna. The Medici were firmly established with the Ducal title in Tuscany, and the Duke of Savoy was re-established in his States. In 1547, the Pope, Paul III., detached the cities of Parma and Piacentia (Placenza) from his territories and erected them into a dukedom for his natural son, Luigi Farnese. The bad behavior of Farnese resulted in his assassination, whereupon France and Germany went to war over the succession, and fought all over Piedmont, Lombardy and a portion of Tuscany, with various success. A treaty of peace was finally arranged, leaving both parties very nearly in *statu quo*. In 1595 the dukedom of Ferrara was voluntarily ceded to the Church by Cæsar D'Este. This event came near involving France, Germany and the Pope in a fresh war. About the year 1630 a ferocious war broke out between France and Venice on the one side, and the Imperialists and Spaniards on the other, concerning the succession to the dukedom of Mantua. The arrival of the great Richelieu upon the scene of action, gave a turn to affairs which resulted in the aggrandizement of FRENCH power at SAVOY and other places, which would enable them to make a descent upon any part of Italy at pleasure. In 1647, a remarkable revolution occurred in Naples, headed by Masaniello, a fishmonger, which resulted only in the assassination of its leader at the hands of the Spanish viceroy. Fifty years later came the great war which ended in the expulsion of both Spaniards and French, (Louis XIV), from Italian territory, by the Imperial forces under Prince Eugene and Victor Amadeus, Duke of Savoy—the quarrel arising over the succession to the Spanish throne made vacant by the death of Charles II., who deceased without issue. The island of Sardinia, Naples and Milan were thus added to the Imperial dominions, while the States of Montferrat, Alessandrino and a portion of the adjoining territory, and subsequently the Island of Sicily, were added to the possessions of Savoy. In 1704, however, the young King of Spain, Philip V fell upon the Islands of Sardinia and Sicily while the Emperor Charles VI was fighting the Turks, and possessed himself of both. The Treaty of Seville followed, by which Sicily was placed in the hands of the Emperor, Sardinia granted to the Duke of Savoy with the title of King of Sardinia, and the investiture of Parma, Piacentia and Tuscany conferred upon Don Carlos, son of the Queen of Spain. The next war (1724) grew out of this peace, and France, Spain and Sardinia united in driving the Imperialists out of the Two Sicilies and Austrian Lombardy. Two sanguinary battles (Parma and Guastalla) having resulted adversely to the Emperor, he consented to a new peace which gave the Two Sicilies to Don Carlos, Parma and Piacentia to himself, Tuscany to the Duke of Lorena, and Vigevano, Tortona and Novara to the King of Sardinia.

Austrian Rule in Italy—Opinion of Napoleon I.

The editor of the *Post*—W. C. BRYANT—has, for the last two years or more, been in Europe, a considerable part of the time in Italy. He is a clear-sighted, sagacious and experienced traveller, and could not be deceived in regard to the present condition of the Italian people, and he is incapable of wilfully giving currency to an untruth. In the *Post* of Wednesday last, we find an article combating certain notions of the English Press, in which the condition of the Italians under Austrian domination is described. We quote:

> The English press warns the Italians that French successes in Italy may destroy the balance of power in Europe, and lead to the establishment of an overshadowing military despotism on both sides of the Alps. It assures them that it is folly to suppose that her whole population heartily destroyed free institutions in his own country is likely to establish them in Italy. We admit that it does not seem probable that he will do so. We admit that his antecedents are everywhere calculated to inspire distrust of his singleness of purpose and purity of intention. We know he is no Washington; we know that he does not practically admit the capacity of the masses for any larger share in the work of governance than that choice of their despot. But we must not forget that the balance of power wears an aspect at Milan and Venice very different from that which it wears at London. To have the forces which govern Europe so nicely adjusted that none shall be able to overawe the other, may seem to sensibly acting under the lead of John Sidell and company, and yielding a disgraceful support to that purrighteous, corrupt, anti-Democratic, anti-Human Rights administration now in power, of which James Buchanan, "the bluest and most blear-eyed of Federalists," is the chief, which has utterly broken down the strength of the Democratic party; revived and strengthened sectionalism in both sections, and which has almost extinguished the hopes of enlightened patriots everywhere as to the perpetuity of our free institutions."

> The simple realities of this Italian question are obscured from English sight by the mist of many notions hypocritical and much mean cant. A discarded Minister, whose whole public life has been spent in dancing attendance upon foreign courts, and who has never breathed the air of some air of a representative assembly, gets up in the House of Lords and flaps his feeble wings with wonder, at what he calls the spectacle of one despot joining with another despot in a crusade against a third despot, and in favor of the institutions of a fourth. The furiously angry and sally escapade was regarded as a wonderful stroke of epigram in the House of Lords; and, considering the audience to which it was addressed, and the source from whence it proceeded, perhaps it deserved its success. A man who in the name authority of Dublin Castle has been known to emulate the acts of petty tyranny and corruption which Austrian Governors have been wont to practice on a grander scale, may be pardoned for looking in the tone of the Chancories of Vienna, and it is fair to consider that a very little wit goes a great way when it is winged by the occasion of our time; but can any sophistry be more silly, any fallacy more fatuous, than the assumption that because Piedmont allies herself with France in Italy—perchance also with Russia, conditionally—in her struggle for her own safety, and for the independence of the Italian peninsula, the Italian cause is one foreign to the sympathies of constitutional governments and of free nations? We are required to believe this in the first place, ought to be the last, time in history that a free but small State has sought the assistance of a friendly Power as a basis for its own freedom? Is there any thing more unpleasant than the assumption that the conquered and slave State is the MINNEHAHA. From single copy, 75 cents, sent by mail, post-paid. Address, H. H. McCARTY & CO., 29 Lake street, Chicago.

> The English press warns the Italians that French successes in Italy may destroy the balance of power in Europe, and lead to the establishment of an overshadowing military despotism on both sides of the Alps. It assures them that it is folly to suppose that her whole population heartily destroyed free institutions in his own country is likely to establish them in Italy. We admit that it does not seem probable that he will do so. We admit that his antecedents are everywhere calculated to inspire distrust of his singleness of purpose and purity of intention. We know he is no Washington; we know that he does not practically admit the capacity of the masses for any larger share in the work of governance than that choice of their despot. But we must not forget that the balance of power wears an aspect at Milan and Venice very different from that which it wears at London. To have the forces which govern Europe so nicely adjusted that none shall be able to overawe the other, may seem to sensibly acting under the lead of John Sidell and company, and yielding a disgraceful support to that purrighteous, corrupt, anti-Democratic, anti-Human Rights administration now in power, of which James Buchanan, "the bluest and most blear-eyed of Federalists," is the chief, which has utterly broken down the strength of the Democratic party; revived and strengthened sectionalism in both sections, and which has almost extinguished the hopes of enlightened patriots everywhere as to the perpetuity of our free institutions."

Dry Goods.

POPULAR TRADE!

WE HAVE RECEIVED THIS MORNING,

Thursday, May 5th, 1859,

A LARGE LOT OF

SUPERB SILK ROBES,

A' DEUX JUPE,

AND A' VOLANTS,

FROM AUCTION,

Which we will sell at a

REDUCTION OF $20 ROM

REGULAR PRICES ON EACH ROBE.

ALSO FROM AUCTION

200 RICH BAREGE ROBES, A' VOLANTS, containing twenty yards,

For $5, Worth $10.

Also, 20 Pieces Elegant A' BAYADERE LYONS SILKS

For 10s., worth $2.

5 F rench ORGANDY ROBES, A'DEUX JUP

For $5, worth $10.

60 Pieces Elegant Fast Colored PRINTED LAWNS and MUSLINS on fine cloth

FOR ONE SHILLING.

Usual price Two Shillings.

5,000 Pieces MERRIMACK and COCHECO PRINTS, new'st styles,

FOR TEN CENTS.

Cloths, Cassimeres and Goods for Boys' Wear

FOR ONE HALF USUAL PRICES.

Another lot of those rare wide FRENCH CHINTZ PRINTS

For 10c., worth 25c.

Finest quality of PRINTED CHALLIS,

For 10c., worth 25c.

200 Pieces RICHARDSON'S LINENS,

For 25c. 6d., worth 42c.

600 all wool STELLA SHAWLS,

For 10s. worth $3.

5,000 Pieces PRINTED MUSLINS,

For Six Pence per Yard.

WE HAVE NOW IN STORE

FOR FIRST CLASS CITY RETAIL TRADE,

One of the choicest assortments in the United States of

RICH DRESS GOODS,

Shawls,

Laces,

Mantles,

Embroideries,

Hosiery,

Gloves,

Mens' Furnishing Goods,

PARASOLS, &c.

Many styles confined exclusively to us, which we will sell for

CASH ONLY,

At a much less price than inferior goods can be bought for elsewhere in this city.

☞ Do not buy goods at any price till you have seen our bargains.

New Goods Received Daily

From Auction and Manufacturers, direct,

WE NOW OFFER AT

Wholesale for Cash,

A complete assortment, of all the best brands of

DOMESTIC, ENGLISH, AND FRENCH

Dress Goods, Notions, &c.,

Which we will sell at lower prices than can be bought elsewhere in this city, under any circumstances.

☞ On hand 50,000 STARE DAGS, below the agents prices in Boston.

W. M. ROSS & CO.,

167 & 169.....Lake Street.....167 & 169

Dry Goods.

J. B. SHAY,

159 - - - Lake-st. - - - 159

Corner of Lasalle Street.

GREAT SALE

—OF—

DRY GOODS,

$75,000

Worth of New and Desirable

SPRING GOODS

TO BE SOLD

In the Next Thirty Days

VERY CHEAP,

To make room for an entire NEW STOCK ● Goods to be opened in the

NEW STORE,

NOS. 163 AND 165 LAKE STREET,

ON MAY 23rd.

Lawns---New Styles!

6 pieces opened this d , April 20th—Only 12½ cents.

$100,000 WANTED,

For the Best Stock of

DRESS GOODS,

EMBROIDERIES,

MANTILLAS,

HOSIERY,

SKIRTS,

PARASOLS,

To be found in the City of

Wholesale and Retail

PRICES VERY LOW.

T. B. Carter,

136 - - LAKE STREET - - 136

TRIMMINGS.

No. 78 Lake Street, Chicago.

We respectfully ask the attention of the Ladies of Chicago and of the Dealers throughout the Northwest, to our new and choice arrivals of

Dress and Mantilla Trimmings,

SHAWL BORDERS,

EMBROIDERIES,

Laces and White Goods,

Gloves and Gauntlets,

HOSIERY, SKIRTS,

LADIES' FURNISHING GOODS,

CORSETS

Head Dresses, Parasols and Fans,

FANCY HAIR PINS,

Alexander's Kids,

And an ample stock of

BERLIN AND SHETLAND WOOLS,

AND THREAD STORE GOODS.

Which we will sell

At Wholesale and Retail.

A. GRAVES, (Late C. T. Atkinson.)

☞ Orders receive our special attention. m159

SPRING TRADE, - - - 1859

FREEDMAN, GOODKIND & CO.,

135 Lake Street,

Are now prepared to exhibit a large variety of New and Beautiful

SPRING GOODS,

CONSISTING OF

Dress Silks, Magnificent Styles,

Valencias, Poil de Chevre,

Printed Barages, Challies, de Laines,

Embroideries, Laces,

French, English and American Prints and Muslins.

BONNETS AND BONNET RIBBONS.

And in fact everything that is New and Desirable in the line of FANCY GOODS, and the most complete stock of DOMESTICS.

FREEDMAN, GOODKIND & CO.,

135 - - - - Lake Street - - - - 135

ROBES! ROBES!! ROBES!!!

DOUBLE SKIRTS,

ROBES,

DOUBLE SKIRTS,

IN BAREGES,

TISSUES,

JACONETS,

ORGANDIES, ETC.,

150 - - - Lake Street - - - 150

A. G. Downs & Co.

my14-y

KID GLOVES OF ALL COLORS

CLEANSED.

Our method of Cleansing Kid Gloves is the most perfect now attained, leaving them

FREE FROM STIFFNESS OR UNPLEASANT ODOR,

AND AS SOFT AND PLIABLE AS NEW.

☞ Expenses of Cleansing only FIFTEEN cents per pair. ☜

Samples can be seen and Gloves left at 78 Lake street.

ap30-3m-2161 A. GRAVES, (Suc. to C. T. Atkinson.)

Pianos, Music, Etc.

JUST RECEIVED

—AT—

ROOT & CADY'S,

95 - - Clark Street - - 95

THE SABBATH HYMN

And Tune Book;

By LOWELL MASON, Mus. Doc.; Rev. EDWARD A. PARK, D. D., and Rev. AUSTIN PHELPS, D.D. Octavo, 312 pages; portable

1200 Y NS,

With appropriate Music for the use of Congregations, with or without Choirs.

Price in Cloth Binding.....$1.25
Roan Embossed.....1.50
Imitation Morocco.....1.75

LIBERAL DISCOUNT

To Churches buying in Large Quantities, and also to the Trade.

ROOT & CADY,

AGENTS FOR ALL OF MASON BROS. MUSICAL PUBLICATIONS.

ap27-y 95 CLARK STREET, Chicago.

CHICKERING & SONS' CELEBRATED

PIANO FORTES,

For sale by N. GOOLD, Sole Agent, 82 Lake street.

my12-1w-2305

A. H. GALE & CO.'S CELEBRATED

PIANO FORTES,

my10-1w-2303 For sale by N. GOOLD, 82 Lake st.

PIANO TUNING AND REPAIRING done on the

Shortest Notice.

By N. GOOLD, 82 Lake street.

my13-1w-2304

SHEET MUSIC AND INSTRUCTION BOOKS.

A Full and Complete Assortment.

For sale by N. GOOLD, 82 Lake street.

my13-1w-2301

PIANOS AND MUSICAL INSTRUMENTS,

Sold by N. GOOLD, 82 Lake street,

ARE WARRANTED.

my12-1w-2302

H. M. HIGGINS, MUSIC PUBLISHER, 45 Lake street, has still on hand the largest stock of Music, merchandise and musical instruments in the Northwest. Has Sole Agent for the celebrated Pianos of Steinway & Sons, New York, and Lyon & Healy, (Boston) also, agent for Lighte, Newton & Bradbury's PIANOS with the "Patent Arch Wrest Plank," which is used by 80 of the best Piano Forte makers in the United States, and is the most important improvement of the age, as it prevents the strings from getting out of tune, no matter how much the instrument may be exposed to the changes of climate, which the greatest possible strength is imparted to the entire frame, thereby rendering it capable of standing in tune longer than any Piano ever made. Every Piano warranted for five years. Also, Agent for Prince's Melodeons, which are unrivalled for sweetness of tone, elasticity of touch, and power of action, and are warranted in every climate. Also, Agent for Mason & Hamlin's CABINET ORGANS, which are pronounced by all musicians who have seen them, to be the most perfect instruments of the kind ever manufactured. Also, Agent for Prince's Patent Organ Melodeons, which are

Special Notices.

☞ Fever and Ague is a terrible disease. Of all the chills that ague is heir to, "it is the fruitful in its first manifestations, the most convincing to its proof, and the most jealous of medical skill. Fever and ague is more destructive of life than Consumption, Cancer, Scrofula and Apoplexy combined, and therefore more prevalent. It makes its victims for the grave, like an executioner's hand. Under its influence the grave worker and worker, and day by day, the sufferer grows weaker and weaker, and each hour draws its face a stronger impression of approach to the tomb. It is here said that the disease in one of those rare cases in a while having been cured by medical science, for which but rarely ever did a medical science, for which but rarely ever did a medical science, for which but rarely ever did a

BY TELEGRAPH.

LATER FROM EUROPE.

ARRIVAL OF THE STEAMER VANDERBILT.

Battle at Vercelli.

THE RUSSIANS REPULSED AND 300 PRISONERS TAKEN.

The French-Russian Alliance.

ENGLAND AND PRUSSIA REMAIN NEUTRAL.

Garibaldi's Address to the Italians.

NEW YORK, May 21.—The steamship Vanderbilt, from Southampton, arrived this A. M. She left Southampton at 7 P. M. of the 11th, and was off the light-ship at 6 o'clock this morning. Her news is mainly anticipated by the City of Baltimore.

The Vanderbilt anchored off the Highlands at 12 o'clock last night—the quickest westward passage ever made.

The frigate Curacoa, with Lord Napier on board, arrived at Plymouth on the 7th.

The steamship Feito, from New York 2d ult., arrived at Southampton on the 9th.

The Royal Canadian regiment, formedin Canada during the late war, is under orders for Corfu.

The French garrison at Rome has been made 10,000.

Subscription to the new French Loan of 500,000,000f. reached 300,000,000f. the first day.

An embargo has been laid upon Austrian vessels in Sardinian ports, but neutral property on board is to be respected.

A revolutionary movement was expected at Como. The tri-color had already been hoisted before the Castle.

The Bavarian Government had ordered the raising of a loan of 800,000 florins at 4½ per cent.

The Austrians had imposed upon the town of Vercelli a tax of 800,000 francs.

A Turin dispatch of the 9th says: "The Austrians have stripped from Vercelli towards Buronzo and Salussola. They continued to fortify themselves on both banks of the Sesia and at San Gemano. The Austrians threw off the connottering parties, which had advanced as far as the head of the bridge of Casale; but being attacked by other soldiers they withdrew.

Le Nord and *Independance Belge* contain the following:

"General Garabaldi, combining his movements with those of General Cialdini, has attacked the Austrians at Vercelli, beating them completely, and bringing off 300 prisoners.

TURIN, May 9.—*Official Bulletin.*—The number of 20,000, after occupying Vercilla for a short time, withdrew.

Aus rian reconnoitering parties had advanced to Jorea, but seeing the preparations for defence withdrew.

VIENNA, May 10.—*Official Bulletin.*—The Austrian army has taken up his position between the Po and Sesia, to await better weather, before renewing.

VIENNA, May 10.—*Official Bulletin.*—The Austrian army was concentrating between Vercelli and Casale, which they had abandoned after destroying fully 5c. per qr. The continuance of an upward movement may bring on a temporary reaction, but it is not probable that the last low prices will be again current. Stocks are getting into firmer hands. A large consumption has been reducing the accumulations in store, and a steady foreign demand for cotton has arisen which is pretty even enough for export, has turned the tables, and put steadily supplies more in the power of growers. This too, is notwithstanding the heavy foreign importations that have followed upon good crops. The cotton crop in London has led to large transactions and liberal orders, and as the recent telegraphed quotations, which were rising, must now be deemed little more than things passed away, we can only anticipate the effects produced by the warlike character of events and their influence upon the British markets. It is already expected at Trieste that the export of corn will be immediately prohibited, and should the same policy be adopted in other shipping ports, the diminished stores of Great Britain will not only be wanted for home consumption, but even to supply the deficiencies of Portugal, Spain, and other needy countries up to their next harvests.

The sales noted last week were 110,166 qrs. Wheat at 41s. 4d. per qr., against 96,515 qrs. for the same period last year. The London averages were 42s. 6d. on 5,585 qrs. The imports into the principal ports of Great Britain for the week ending 20th April in Wheat and Flour were 56,584 qrs.

Fare Always as Low as by Any Other Route.

17th Ave. to Chicago, Fort Wayne and Pittsburgh.

The completion of the Western connections of the Pennsylvania Central Railroad, enables the Company to run

THROUGH LINE BETWEEN THE EAST AND THE GREAT NORTH WEST.

The connecting railroads between Pittsburgh and Fort Wayne, avoiding all damage or lurriage of freight, together with the saving of time in the transfer, are highly appreciated by the owners of freight and the traveling public.

Parties stopping at Broadway will find it to their advantage to go to the Depot.

Through Tickets, and any other directions, apply to or from the following authorized Agents of the Company:

D. A. Stewart, Pittsburgh; Cook & Co., Allegheny City; H. S. Lewis, Blairsville; Wm. Orr, Jr., Greensburg; J. J. Johnson, Ripley, O.; R. McNeely, Maysville, Ky.; Ormsby, Ind.; W. Brown & Co., Cincinnati, O.; Albert S. Hibbert, Cincinnati, O.; Gaff, Ellis & Co., Louisville, Ky.; Gaff, Ellis & Co., Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; Wm. Hall & Co., Terre Haute, Ind.; E. Ryle, Jr., Indianapolis; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. Tuttle & Co., Rock Alton, Ill.; Murphy & Wade, Dubuque, Iowa; or to Freight Agents at the depot of the Company, Fort Wayne, Ind.

Merchants and Shippers entrusting the transportation of their freight to this Company, may rely with confidence on its speedy transit.

The Rates of Freight to any point in the West by the Pennsylvania Railroad are at all times as favorable as are charged by any other Railroad Line.

Be particular to mark packages "via Penn. R. R."

Shippers will find no reliable forwarding Agent in the East who will do well to direct them to be shipped by this route.

Merchandise and Produce shipped from the East, will find it to their interest to call on the Agents of this Company at the Depot of Fort Wayne, Ind., before it is forwarded to either of them upon the subject of Freights, will be with pleasure furnished.

J. F. Sneeder, Philadelphia.
Richard Biddle, Fifth street, Baltimore.
Lees & Co., No. 9 Astor House, or No. 1 South William street, New York.
Thos. Clemson, No. 54 Kilby street, Boston.
H. H. BOSTWICK, Gen'l Pass. Agent, Pittsburgh.
JAS. M. HOUPT, Gen'l Ticket Agent, Philadelphia.
THOS. A. SCOTT, General Supt., Altoona, Pa. jan18

MICHIGAN CENTRAL AND GREAT WESTERN (CANADA) RAILWAY.

Trains leave the Great Central Depot, foot of Lake street, Chicago:

4:00 am—Detroit Accommodation, (Sundays excepted) arrives at Detroit at 12:30 pm.
7:00 am—Cincinnati Express—(Sundays excepted) Arrive at Detroit at 5:30 pm, Cincinnati at 6:30 am and 6:55 pm.
8:00 am—Lightning Express, (except Sundays) arrive at Detroit 5:30 pm; Albany 4:30 pm, New York 9:00 pm.
2:00 pm—Niles Accommodation, (except Sunday).
5:00 pm—Atlantic Express, (except Sundays) arrives (express), Arrive at Detroit 7:35 am. Suspension Bridge 10:30 am, Niagara Falls 11:00 am, Buffalo 12:30 pm, New York 8:00 pm.
9:00 pm—Cincinnati and Louisville Express—(except Saturday.) Arrive at Cincinnati at 2:00 am; Louisville 7:30 am.

Only constrain on Sunday at 5:00 pm. The 5:00 am and 5:00 pm trains connect at Suspension Bridge for Buffalo and 5:00 pm train connect at Buffalo for Buffalo and all points East; at Toronto with Grand Trunk Railway for Montreal, Portland, Quebec, Boston, Portland, Quebec, and all points in Canada East, Northern Vermont, New England States and Western Iowa.

☞ Baggage checked through.

Through Tickets to all points in the principal Railroad offices in the West, and at the General Office, corner Lake and Dearborn streets, where also Through Tickets to Chicago, may be had at the Depot, foot of Lake street.

H. J. STALKNING, Gen. Pass. Agent M. C. R. R. apl3

PITTSBURGH, FORT WAYNE AND CHICAGO RAILROAD.

Now connecting Pittsburgh and Chicago by Pittsburgh without change, connecting with the great

Pennsylvania Central Railroad

To New York and Philadelphia, Baltimore and Washington City, and all the interior towns of Pennsylvania, New Jersey, New York, Maryland and Ohio.

Merchants, by taking this route, will have the benefit of all the Eastern markets at no additional cost.

Time as follows:

Trains leave the depot, corner of Canal and Van Buren streets, Chicago:

8:10 A. M.—8:00 A. M.—Morning Express, daily, (Sundays excepted).

1:30 P. M.—Night Express—daily, (Saturdays excepted). Arrive at Pittsburgh at 4:30 P. M. and 4:00 next day. Depot, Canal street, foot of Van Buren street. Ticket Office in Railroad to Dunkirk, Buffalo, Niagara Falls, New York and Boston, Dunkirk, Buffalo, Niagara Falls, New York and Boston, New York Central and New York & Erie Railroads.

Mail, Express and Emigrant Trains for Crestline, Mt. Vernon, Steubenville, Wheeling, and intermediate towns of Ohio and Virginia.

The above trains connect at Forest with trains on Mad River Railroad for Sandusky, Cleveland, Toledo, Richmond, Xenia and Springfield.

Also with trains at Lima for Dayton and Cincinnati direct.

FARE AS LOW AS ANY OTHER ROUTE.

Passengers passed East will find this route both pleasant and expeditious, passing through many of the largest and finest cities in the United States.

Passengers arriving at Chicago, on any of the roads, will find this route the most desirable one to depart by, as cheap fares and conveyance to the Pittsburgh and Fort Wayne Railroad depot, corner of Canal and Van Buren streets, opposite the Revere House, from all parts of the city, making this route the most desirable for Chicago.

Be particular to ask for tickets by Fort Wayne.

DANL'L W. BOSS, Gen'l Agent, Chicago.
JOHN B. ANDERSON, Gen'l Superintendent.

Freight of all kinds will be carried from Chicago to all points East at all times, at as low rates as any other Railroad route.

TO MECHANICS AND SHIPPERS.

The Pittsburgh, Fort Wayne and Chicago R. R. Company having effected an arrangement with the Pennsylvania Central Railroad Company, for the transportation of Through Freights, property can now be shipped on this line between Chicago, Fort Wayne, Baltimore, New York and Boston, with promptness and dispatch. Contracts can be made at the following prices:

Shipping Rates Eastward as follows:

	No. 2 Spring.	No. 1 Red Winter.	No. 2 Red Winter.
No. 2 Agcr House,			
No. 1 Goodrich, foot of Rush street,			
No. 2 Battery Place,			
No. 2 Elevator, Boston,			
No. 3 Dock street, Philadelphia,			
Depot, Canal street, West Side, near Van Buren street Bridge, Chicago,			

☞ Packages via Ft. Wayne & C. R. R.

For further information apply to

JAS. W. MUSSON, Freight Agent, Chicago,
J. J. HOWSER Gen'l Freight Ag't, Chicago.

GREAT WESTERN MAIL ROUTE.

On and after Sunday, April 17th, 1859, Passenger Trains will leave as follows with elegant Coaches, regularly attached as follows:

CHICAGO UNION R. R.—MAIN LINE, For Freeport, Galena, Dunleith, Beloit, Janesville and Madison.

Passenger and Mail,	9:30 am
Passenger and Mail,	4:00 pm

Eagle, McHenry, Crystal Lake and Richmond, ... 4:00 pm

CHICAGO, FULTON AND IOWA LINE.

For Fulton, Clinton and Cedar Rapids, ... 9:30 am
Through Passenger, ... 4:00 pm

Through Trains will leave the Central Depot at foot of Lake street as follows:

For Galena, Dunleith and St. Paul.

Daily (Sundays excepted) ..... 9:15 am and 6:30 pm

TRAINS EASTWARD.

GALENA AND CHICAGO UNION RAILROAD.

Leave Dunleith 8:10 am—arrive in Chicago 5:10 pm
Leave do 7:00 pm—arrive in Chicago 3:00 am

CHICAGO, FULTON AND IOWA LINE.

Leave Fulton 10:00 am and 6:00 pm—arrive in Chicago at 6:00 pm and 2:00 am.

Leave Chicago at 9:15 am
Leave Janesville at 9:45 am—arrive in Chicago at 4:30 pm.
Leave Janesville at 9:45 pm—arrive in Chicago at 4:30 am.

FOR RIVER VALLEY RAILROAD.

Leave Dunleith at 7:00 am—arrive at Warren 2:15 pm.

Passengers for all points on the Galena and Chicago Union Railroad, will find Through Tickets for sale at the Union Ticket Office, corner of Lake and Dearborn streets.

Also for all points in the Fulton and Iowa line at the Union Ticket Office under the Revere House, and at the Central Depot, foot of Lake street.

JOHN B. TURNER, President.

F. A. HALE, Superintendent.
H. H. HOUGHTON, Ticket Agent.

ILLINOIS CENTRAL R. R.

On and after Sunday, April 17th, trains will leave the Great Central Depot, foot of South Water and Lake streets, Chicago:

8:00 am—Dubuque Express, (except Sundays) arrives at Dubuque at 5:30 pm, (daily, Sundays excepted.) On Saturdays a passenger car will be run on this train as far as Urbana.

Trains arrive from St. Louis and Cairo at 9:10 am and 11:00 pm.

CONNECTIONS

The 11:00 pm trains make direct connections at Mattoon with Terre Haute and Alton Railroad for Alton, St. Louis, and at Cairo with the railroad line of steamers for New Orleans, the latter calling on intermediate ports.

The 11:30 pm train makes direct connections at Tolono with Great Western Railroad for Danville, Lafayette, Logansport and Naples; at Mattoon with Terre Haute and Alton Railroad for Terre Haute, Indianapolis, Cincinnati and the East; special Railroad for St. Louis.

FOR THROUGH TICKETS AND INFORMATION

Apply at the Company's Office in the Great Central Depot; Fifth Avenue Hotel, corner of Madison and Fifth avenue; Dearborn streets; at the Pittsburgh, Fort Wayne and Chicago Railroad Office, corner of Lake and Dearborn streets; Chicago Railroad Offices in the East and Northern States, and at the Company's Office, Cairo.

Notice.

E. P. JOHNSON, General Ticket Agent.
W. R. ARTHUR, Asst. Chicago Division.

HANNIBAL AND ST. JOSEPH RAILROAD

is now open for the transportation of freight and passengers from the Mississippi to the Missouri river. The only route that connects the Atlantic States with the Missouri river. Through bills of lading and checked through. Passengers to Kansas, Nebraska, Elkhorn Peak and Colorado, six days quicker, and five days earlier by this route than any other railroad.

This route affords the most direct, reliable and expeditious communication to the Eastern cities, and is shorter and quicker than any other railroad. From St. Joseph the Post Coaches leave daily for Atchison, Leavenworth, Iowa Point, Nebraska City, Omaha and Council Bluffs.

Through Tickets can be procured at the Union Ticket Office, corner of Sherman and Van Buren streets, Chicago; also at all the principal Railroad Offices in the East.

GEO. M. GRAY, Gen'l Pass. Ag't, Chicago. jan26-y1

CHICAGO & ROCK ISLAND RAILROAD LINE.

Reduction of the
CHICAGO & ROCK ISLAND, PEORIA & BUREAU VALLEY AND ROCKFORD & MISSOURI RAILROADS.

Most direct route from Chicago to Joliet, Ottawa, Peru, Rock Island, Moline, Davenport, Iowa City, Grinnell, Des Moines, Council Bluffs, Omaha City, Fort Kearney, and all points in Central Iowa, Nebraska, Colorado and Kansas.

Depot corner Van Buren and Sherman streets. Trains leave Chicago as follows:

MORNING LINE.

9:00 am—Arrives at Joliet, 10:30 am; Lasalle, 1:30 pm; Peru, 2:00 pm; Rock Island, 5:30 pm; Davenport, 6:45 pm.

NIGHT EXPRESS.

9:00 pm—Arrives at Joliet, 10:30 pm; Lasalle, 1:00 am; Peru, 1:30 am; Rock Island, 5:00 am; Davenport, 6:15 am; Iowa City, 10:30 am.

5:30 pm—Arrives at Joliet, 6:45 pm; Blue Island, 5:15 pm.

9:00 am train leaves daily (Sundays excepted).
5:30 pm train leaves daily (Sundays excepted).
9:00 pm train leaves daily (Sundays excepted).
Through Tickets to all points West and South for sale at the Company's Office, No. 1 Lombard's Block, corner South Water and Clark streets.

Joliet Accommodation at 9:00 pm.

The Company's Agent at the Missouri and Mississippi Railroads form the only through route from Chicago to Kansas City.

Through Tickets can be procured at the following offices: Through tickets can be procured at the following offices: F. F. W. J. Hoge, corner Lake and Dearborn streets; F. F. W. & C. R. R. Ticket Office, corner of Lake and Canal streets; Revere House, and at the Central Depot, foot of Lake street.

JOHN B. TURNER, President.

F. A. HALE, Superintendent.
H. H. HOUGHTON, Ticket Agent.

CHICAGO AND MILWAUKEE RAILROAD.

In Connection with the
LA CROSSE AND MILWAUKEE RAILROAD,
to the
Shortest Route to St. Paul,

ONLY ALL R. R. LINE TO LA CROSSE

On and after MONDAY, April 25th, 1859, passenger trains will run daily (Sundays excepted) as follows: Leave Chicago from Station, corner of West Water and Cook streets.

MORNING LINE AT 9:00 A. M.

For Stations on the Lake Shore, arrive at Milwaukee at 12:05 p. m., connects with train for all points on the La Crosse and Milwaukee Railroad, at 1:00 p. m., Oshkosh, Green Bay, Berlin, Ripon, and La Crosse 9:00 p. m.

Fastest Route for St. Paul,

And the Upper River Ports.

EVENING LINE AT 5:30 p. m.,

Stopping at Evanston, Lake Forest, Waukegan, Highland Park, Highwood, Fort Sheridan, Winnetka, Kenosha and Racine, arriving at Milwaukee at 10:10 p. m., forming a **Night Line to La Crosse and a Fast Connection for Oshkosh,** Fond du Lac, Berlin, Ripon, and La Crosse 9:00 p. m.

Fast daily trains between Philadelphia and New York; two daily trains between New York and Boston. Through tickets via Shell Road are good on either of the above Trains.

Through Tickets can be procured at the Company's Office, No. 1 Lombard's Block, corner South Water and Clark streets, and at the Depot, foot of Lake street.

Through Tickets must be obtained at any of the important Railroad Offices in the West or also, on board any of the regular line of steamers to Milwaukee, Detroit and Fast Line connect for Baltimore and Washington.

Through Freight Trains leave Chicago at 4 A. M. Arrive in Philadelphia or Baltimore at 5 P. M. And in New York at 10 A. M.

Trains connect at Pittsburgh with the 8 P. M. Fast Line, arrive in Philadelphia or Baltimore at 4 A. M., and in New York at 2:20 P. M. Mail Trains leave Pittsburgh at 4 A. M., arriving at Philadelphia at 12 M., and New York at 8 P. M.

Six daily trains between Philadelphia and New York; two daily trains between New York and Boston. Through tickets via Shell Road are good on either of the above Trains.

Through Tickets can be procured at the Company's Office, No. 1 Lombard's Block, corner South Water and Clark streets, and at the Depot, foot of Lake street.

Through Tickets must be obtained at any of the important Railroad Offices in the West or also, on board any of the regular line of steamers to Milwaukee, Detroit and Fast Line connect for Baltimore and Washington.

Through Freight Trains leave Chicago at 4 A. M. Arrive in Philadelphia or Baltimore at 5 P. M. And in New York at 10 A. M.

Trains connect at Pittsburgh with the 8 P. M. Fast Line, arrive in Philadelphia or Baltimore at 4 A. M., and in New York at 2:20 P. M. Mail Trains leave Pittsburgh at 4 A. M., arriving at Philadelphia at 12 M., and New York at 8 P. M.

Six daily trains between Philadelphia and New York; two daily trains between New York and Boston. Through tickets via Shell Road are good on either of the above Trains.

Through Tickets can be procured at the Company's Office, No. 1 Lombard's Block, corner South Water and Clark streets, and at the Depot, foot of Lake street.

Fare Always as Low as by Any Other Route.

17th Ave. to Chicago, Fort Wayne and Pittsburgh.

The completion of the Western connections of the Pennsylvania Central Railroad, enables the Company to run

THROUGH LINE BETWEEN THE EAST AND THE GREAT NORTH WEST.

The connecting railroads between Pittsburgh and Fort Wayne, avoiding all damage or lurriage of freight, together with the saving of time in the transfer, are highly appreciated by the owners of freight and the traveling public.

Parties stopping at Broadway will find it to their advantage to go to the Depot.

Through Tickets, and any other directions, apply to or from the following authorized Agents of the Company:

D. A. Stewart, Pittsburgh; Cook & Co., Allegheny City; H. S. Lewis, Blairsville; Wm. Orr, Jr., Greensburg; J. J. Johnson, Ripley, O.; R. McNeely, Maysville, Ky.; Ormsby, Ind.; W. Brown & Co., Cincinnati, O.; Albert S. Hibbert, Cincinnati, O.; Gaff, Ellis & Co., Louisville, Ky.; Gaff, Ellis & Co., Louisville, Ky.; P. G. O'Riley & Co., Evansville, Ind.; Wm. Hall & Co., Terre Haute, Ind.; E. Ryle, Jr., Indianapolis; John H. Harris, Nashville, Tenn.; Harris & Hunt, Memphis, Tenn.; Clarke & Co., Chicago, Ill.; W. Tuttle & Co., Rock Alton, Ill.; Murphy & Wade, Dubuque, Iowa; or to Freight Agents at the depot of the Company, Fort Wayne, Ind.

The greatest facilities offered for the protection and speedy transportation of Live Stock, and Good Accommodation, with usual privileges for persons travelling in charge thereof.

PASSAGE EASTWARD.

By this Route Freights of all descriptions can be forwarded from Philadelphia, New York, Boston or Baltimore, to or from the Interior of Ohio, Eastern Indiana, Illinois, Wisconsin, Iowa or Missouri, by rail direct.

The Passenger Trains leave Chicago at Pittsburgh with steamers, by which goods can be forwarded to any port on the Ohio, Mississippi, Missouri, Cumberland, Tennessee, Illinois, Mississippi, Wisconsin, Missouri, Kansas, Arkansas and Red Rivers, and all Southern and Southwestern Railroad Chicago with steamers to all ports on the North-Western lakes.

Merchants and Shippers entrusting the transportation of their freight to this Company, may rely with confidence on its speedy transit.

The Rates of Freight to any point in the West by the Pennsylvania Railroad are at all times as favorable as are charged by any other Railroad Line.

Be particular to mark packages "via Penn. R. R."

Shippers will find no reliable forwarding Agent in the East who will do well to direct them to be shipped by this route.

Merchandise and Produce shipped from the East, will find it to their interest to call on the Agents of this Company at the Depot of Fort Wayne, Ind., before it is forwarded to either of them upon the subject of Freights, will with pleasure be furnished.

J. F. Sneeder, Philadelphia.
Richard Biddle, Fifth street, Baltimore.
Lees & Co., No. 9 Astor House, or No. 1 South William street, New York.
Thos. Clemson, No. 54 Kilby street, Boston.

H. H. BOSTWICK, Gen'l Pass. Agent, Pittsburgh.
JAS. M. HOUPT, Gen'l Ticket Agent, Philadelphia.
THOS. A. SCOTT, General Supt., Altoona, Pa. jan18

MICHIGAN CENTRAL AND GREAT WESTERN (CANADA) RAILWAY.

Trains leave the Great Central Depot, foot of Lake street, Chicago:

4:00 am—Detroit Accommodation, (Sundays excepted) arrives at Detroit at 12:30 pm.
7:00 am—Cincinnati Express—(Sundays excepted) Arrive at Detroit 5:30 pm, Cincinnati at 6:30 am and 6:55 pm.
8:00 am—Lightning Express—(except Sundays) arrive at Detroit 5:30 pm; Albany 4:30 pm, New York 9:00 pm.
2:00 pm—Niles Accommodation, (except Sunday).
5:00 pm—Atlantic Express, (except Sundays) arrives (express), Arrive at Detroit 7:35 am. Suspension Bridge 10:30 am, Niagara Falls 11:00 am, Buffalo 12:30 pm, New York 8:00 pm.
9:00 pm—Cincinnati and Louisville Express—(except Saturday.) Arrive at Cincinnati at 2:00 am; Louisville 7:30 am.

Only constrain on Sunday at 5:00 pm. The 5:00 am and 5:00 pm trains connect at Suspension Bridge for Buffalo and 5:00 pm train connect at Buffalo for Buffalo and all points East; at Toronto with Grand Trunk Railway for Montreal, Portland, Quebec, Boston, Portland, Quebec, and all points in Canada East, Northern Vermont, New England States and Western Iowa.

☞ Baggage checked through.

Through Tickets to all points in the principal Railroad offices in the West, and at the General Office, corner Lake and Dearborn streets, where also Through Tickets to Chicago, may be had at the Depot, foot of Lake street.

H. J. STALKNING, Gen. Pass. Agent M. C. R. R. apl3

PITTSBURGH, FORT WAYNE AND CHICAGO RAILROAD.

Now connecting Pittsburgh and Chicago by Pittsburgh without change, connecting with the great

Pennsylvania Central Railroad

To New York and Philadelphia, Baltimore and Washington City, and all the interior towns of Pennsylvania, New Jersey, New York, Maryland and Ohio.

Merchants, by taking this route, will have the benefit of all the Eastern markets at no additional cost.

Time as follows:

Trains leave the depot, corner of Canal and Van Buren streets, Chicago:

8:10 A. M.—8:00 A. M.—Morning Express, daily, (Sundays excepted).

1:30 P. M.—Night Express—daily, (Saturdays excepted). Arrive at Pittsburgh at 4:30 P. M. and 4:00 next day. Depot, Canal street, foot of Van Buren street. Ticket Office in Railroad to Dunkirk, Buffalo, Niagara Falls, New York and Boston, Dunkirk, Buffalo, Niagara Falls, New York and Boston, New York Central and New York & Erie Railroads.

Mail and Accommodation, via old Michigan Line, leaves Chicago daily at 9:00 a.m., arrives at 5:30 p.m. Connects at Michigan City with Express Train leaving Chicago at 4:00 p.m., arrives at 10:00 p.m.

Western Express, daily, (Sundays excepted). Arrives at Michigan City at 12:00 m. Connects with Express Train leaving Chicago at 4:00 p.m., arrives at 10:00 p.m.

Night Express, daily, (Sundays excepted). Arrives at Michigan City at 4:00 a.m. Connects with Express Train leaving Chicago at 9:00 a.m., arrives at 5:30 p.m.

Connections are made with all Railroads at Kenosha, Racine and Milwaukee.

Superintendent Chicago & Milwaukee R.R.

FARE REDUCED.—

Chicago, Cleveland & Pittsburgh Short Railroad Line.

ONLY 328¾ HOURS FROM CHICAGO TO PITTSBURGH.

And in direct connection with the Pennsylvania R.R. 92 hours to Philadelphia! 36 hours to New York!

Only Line running Passenger Cars through from Chicago to the Depot of the Michigan Southern Railroad at Cleveland.

4 A. M.—Arrives at Cleveland, 2:30 p. m., connecting at Pittsburgh, 7:30 p. m., Philadelphia, 4:30 a. m., New York, 9:00 a. m., Baltimore, 6:30 a. m., Washington, 8:00 a. m.

8:00 P. M.—Arrives at Toledo, 5:00 a. m., Cleveland, 9:35 a. m., Pittsburgh, 6:00 p. m., Philadelphia, 7:00 a. m., New York, 12:00 m., Baltimore, 9:30 a. m., Washington, 11:00 a. m.

This conveniences all mail lines in the Atlantic States for New York Central routes, enabling trains to make the above schedule time of Lines and connections, and will conduct and safety to passengers. All night trains between Chicago and Cleveland run through without change.

Baggage checked through from Chicago to Pittsburgh, Harrisburg, Philadelphia and New York, and no charge for handling.

Cars run through for Cleveland and Pittsburgh. The fare by this line will always be as low as by any other route.

Through tickets can be procured at the office of the Michigan Southern Railroad, corner of Dearborn and Lake streets, Chicago; also at the Michigan Southern Railroad Depot, foot of Lake street, Chicago, and at the Michigan Southern Railroad Depot, Cleveland.

Geo. M. Gray, Gen'l Pass. Ag't, Chicago. jan26-y1 ly

CHICAGO & ROCK ISLAND RAILROAD LINE.

Reduction of the
CHICAGO & ROCK ISLAND, PEORIA & BUREAU VALLEY AND ROCKFORD & MISSOURI RAILROADS.

Most direct route from Chicago to Joliet, Ottawa, Peru, Rock Island, Moline, Davenport, Iowa City, Grinnell, Des Moines, Council Bluffs, Omaha City, Fort Kearney, and all points in Central Iowa, Nebraska, Colorado and Kansas.

Depot corner Van Buren and Sherman streets. Trains leave Chicago as follows:

MORNING LINE.

9:00 am—Arrives at Joliet, 10:30 am; Lasalle, 1:30 pm; Peru, 2:00 pm; Rock Island, 5:30 pm; Davenport, 6:45 pm.

NIGHT EXPRESS.

9:00 pm—Arrives at Joliet, 10:30 pm; Lasalle, 1:00 am; Peru, 1:30 am; Rock Island, 5:00 am; Davenport, 6:15 am; Iowa City, 10:30 am.

5:30 pm—Arrives at Joliet, 6:45 pm; Blue Island, 5:15 pm.

9:00 am train leaves daily (Sundays excepted).
5:30 pm train leaves daily (Sundays excepted).
9:00 pm train leaves daily (Sundays excepted).
Through Tickets to all points West and South for sale at the Company's Office, No. 1 Lombard's Block, corner South Water and Clark streets, Chicago.

Joliet Accommodation at 9:00 pm.

The Company's Agent at the Missouri and Mississippi Railroads form the only through route from Chicago to Kansas City.

Through Tickets can be procured at the following offices: Through tickets can be procured at the following offices: F. F. W. J. Hoge, corner Lake and Dearborn streets; F. F. W. & C. R. R. Ticket Office, corner of Lake and Canal streets; Revere House, and at the Central Depot, foot of Lake street.

JOHN B. TURNER, President.

F. A. HALE, Superintendent.
H. H. HOUGHTON, Ticket Agent.

ILLINOIS CENTRAL R. R.

On and after Sunday, April 17th, trains will leave the Great Central Depot, foot of South Water and Lake streets, Chicago:

8:00 am—Dubuque Express, (except Sundays) arrives at Dubuque at 5:30 pm, (daily, Sundays excepted.) On Saturdays a passenger car will be run on this train as far as Urbana.

Trains arrive from St. Louis and Cairo at 9:10 am and 11:00 pm.

CONNECTIONS

The 11:00 pm trains make direct connections at Mattoon with Terre Haute and Alton Railroad for Alton, St. Louis, and at Cairo with the railroad line of steamers for New Orleans, the latter calling on intermediate ports.

The 11:30 pm train makes direct connections at Tolono with Great Western Railroad for Danville, Lafayette, Logansport and Naples; at Mattoon with Terre Haute and Alton Railroad for Terre Haute, Indianapolis, Cincinnati and the East; special Railroad for St. Louis.

FOR THROUGH TICKETS AND INFORMATION

Apply at the Company's Office in the Great Central Depot; Fifth Avenue Hotel, corner of Madison and Fifth avenue; Dearborn streets; at the Pittsburgh, Fort Wayne and Chicago Railroad Office, corner of Lake and Dearborn streets; Chicago Railroad Offices in the East and Northern States, and at the Company's Office, Cairo.

Notice.

E. P. JOHNSON, General Ticket Agent.
W. R. ARTHUR, Asst. Chicago Division.

HANNIBAL AND ST. JOSEPH RAILROAD

is now open for the transportation of freight and passengers from the Mississippi to the Missouri river. The only route that connects the Atlantic States with the Missouri river. Through bills of lading and checked through. Passengers to Kansas, Nebraska, Elkhorn Peak and Colorado, six days quicker, and five days earlier by this route than any other railroad. From St. Joseph the Post Coaches leave daily for Atchison, Leavenworth, Iowa Point, Nebraska City, Omaha and Council Bluffs.

This route affords the most direct, reliable and expeditious communication to the Eastern cities, and is shorter and quicker than any other railroad. From St. Joseph the Post Coaches leave daily for Atchison, Leavenworth, Iowa Point, Nebraska City, Omaha and Council Bluffs.

Through Tickets can be procured at the Union Ticket Office, corner of Sherman and Van Buren streets, Chicago; also at all the principal Railroad Offices in the East.

GEO. M. GRAY, Gen'l Pass. Ag't, Chicago. jan26-y1 ly

CHICAGO, ST. PAUL AND FOND DU LAC RAILROAD.

On and after Monday, Jan. 24th, 1859, until further notice, Trains will run as follows:

Leave Chicago at	8:30 a.m.	5:00 p.m.
Arrive at Fond du Lac at	1:30 p.m.	10:00 p.m.
Leave Fond du Lac at	8:30 a.m.	5:00 p.m.
Arrive at Chicago at	1:30 p.m.	10:00 p.m.

Connections are made at Fond du Lac for Oshkosh, Green Bay, Appleton, Menasha, Neenah, Berlin, Ripon, Waupun, Horicon, Beaver Dam, Watertown, Portage City, Madison, Prairie du Chien, Dubuque, Galena, Rockford, Freeport, Janesville, Beloit, Milwaukee, and all points North, West and Northwest.

Through Tickets can be procured at the Company's Office, No. 1 Lombard's Block, corner South Water and Clark streets, Chicago.

JOHN W. BROOKS, Superintendent.
JOHN C. HAINES, Ticket Agent.

CHICAGO & MILWAUKEE RAILROAD.

Commencing Monday, Jan. 24th, 1859, Passenger Trains will run daily (Sundays excepted) as follows:

Leave Chicago at	8:30 a.m.	5:00 p.m.
Arrive at Milwaukee at	12:05 p.m.	8:30 p.m.
Leave Milwaukee at	1:00 p.m.	9:00 p.m.
Arrive at Chicago at	5:30 p.m.	1:30 a.m.

Connections are made at Milwaukee for Fond du Lac, Oshkosh, Green Bay, Berlin, Ripon, and La Crosse.

Through Tickets can be procured at the Company's Office, No. 1 Lombard's Block, corner South Water and Clark streets, Chicago.

JOHN C. HAINES, Ticket Agent.
JOHN W. BROOKS, Superintendent.

Chicago, Jan. 24th, 1859